

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO & ST. LOUIS
RAILROAD COMPANY

LAKE ERIE & WESTERN DISTRICT

INDIANAPOLIS DIVISION

TIME TABLE

No. 9

Takes Effect Sunday, November 5, 1933
at 12:01 A. M.

Central Standard Time

For the information and Government of Em-
ployees only.

The Company reserves the right to vary the
running of trains as circumstances may require.

OFFICERS

A. C. SHOWALTER, General Superintendent
W. A. COLLIE, Supt. Transportation

F. J. DeGRIEF, Superintendent
U. W. EDMONDS, Trainmaster
A. J. SMITH, Assistant Trainmaster
Wm. BAUMBERGER, Road Foreman of Engines
A. G. KASSON, Chief Train Dispatcher

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Peru to Indianapolis

Indianapolis to Peru

SOUTHWARD—SECOND CLASS

NORTHWARD—SECOND CLASS

SOUTHWARD—SECOND CLASS			Car Capacity of Stages	Miles from Michigan City	STATIONS	NORTHWARD—SECOND CLASS				
83	81	85				84	80	82		
Through Freight	Through Freight	Switch Local				Fast Freight	Through Freight	Through Freight		
Daily	Daily	Daily Except Sunday				Daily	Daily	Daily		
				85.5	Peru.....					
					1.1					
10.40PM	1.30PM			86.6	Peru Yard.....		2.50PM	11.40PM		
					6.6	C. & O. Penna. N				
11.16 ⁸²	2.20 ⁸⁰		65	93.1	Bunker Hill.....		2.20 ⁸¹	11.16 ⁸³		
					8.8					
11.28	2.35			96.4	Miami.....		2.10	11.10		
					2.0					
11.38	2.45			98.4	Bennetts.....	D	2.05	11.05		
					1.8					
				100.2	Cassville.....					
					3.5					
11.53	3.05		77	103.7	Kirby.....		1.50	10.45		
					1.3	Penna. C. L. Dist. N				
12.15AM	3.20			105.0	Kokomo.....		1.30	10.10		
					2.2	Belt Ry. N. I. P. Co. N				
12.30	3.45		71	107.2	Marshall.....		1.10	10.00		
					3.0					
12.40	3.57			110.2	Fairfield.....		12.52	9.42		
					2.9					
12.50	4.15		51	113.1	Sharpville.....	D	12.45	9.35		
					6.6					
						Sandusky Division Crossing				
1.40	5.45	6.15AM	77	119.7	Tipton.....	N	5.45AM	12.30PM	9.10	
					5.2					
1.55	6.00	f 6.25	70	124.0	Atlanta.....	D	5.27	11.50	8.22	
					2.9					
2.02	6.10	f 6.35	40	127.8	Arcadia.....	D	5.22	11.40	8.16	
					3.0					
2.09	6.20	f 6.45	77	130.8	Cicero.....	D	5.17	11.30	8.10	
					6.4					
2.27	7.00	9.30	80	137.2	Noblesville.....	N	5.03	11.10	7.53	
					6.0	C. I. Crossing				
2.43	7.33 ⁸²	9.50	94	143.2	Fishers.....	D	4.50	10.40	7.33 ⁸¹	
					4.0					
2.53	7.45	10.27 ⁸⁰	60	147.2	Castleton.....	D	4.40	10.27 ⁸⁴	7.23	
					4.8					
3.00	7.55	10.35	71	152.0	Malott Park.....		4.30	10.15	7.13	
					2.3					
				154.3	38th Street.....					
					1.2					
3.30	8.05	10.45	55	155.5	Moon.....		4.20	10.05	7.05	
					0.9	I. U. Ry. Crossing				
4.00AM	8.45PM	11.00AM		156.4	Belt Jct.....	N	4.15AM	10.00AM	7.00PM	
					1.1					
				157.5	Mass. Ave.....					
					1.9					
				159.4	Indianapolis.....	N				
Daily	Daily	Daily Except Sunday					Daily	Daily	Daily	
83	81	85					84	80	82	

Michigan City to Peru

Peru to Michigan City

SOUTHWARD—SECOND CLASS

NORTHWARD—SECOND CLASS

		83	81	Car Capacity of Sidings	Miles from Michigan City	STATIONS	82	80		
		Through Freight	Switch Local				Switch Local	Through Freight		
		Daily	Daily Except Sunday				Daily Except Sunday	Daily		
						Michigan City				
		4.00PM	5.00AM		1.2	Michigan City Yard..... N	10.00AM	10.45PM		
		4.25	5.30		0.9	C. S. S. & S. B. 8.7				
		5.10	6.45	75	13.1	F. M. Belfast..... D	9.25	10.00		
						N. Y. C. 8.2 Crossing	9.10	9.20		
						LaPorte..... N				
						6.7				
		5.40	7.15	39	19.8	Stillwell..... N	8.30	8.15		
						G. T. 2.8 Crossing				
					22.1	Dillon				
						Wab. 1.8 Crossing				
				17	23.9	Kankakee.....				
		6.20	7.45 ⁸³	45	28.7	N. Y. C. 4.8 B. & O.	7.45 ⁸¹	7.45		
						Walkerton..... D				
						5.7				
		6.35	8.00		34.4	Tyner	7.05	7.15		
						6.7				
		7.00 ⁸⁰	8.40	80	41.1	Plymouth..... N	6.50	7.00 ⁸³		
						Penna. 8.2 Crossing				
		7.25	9.30	79	49.8	Argos..... N	6.20	6.25		
						N.K.P. Dist. 6.1 Crossing				
		7.45	9.55		55.4	Tiosa	5.20	5.37		
						Erie 6.8 Crossing				
		8.10	10.35	75	61.7	Rochester..... N	5.00	5.25		
						8.7				
		8.38	10.55	64	70.4	Macy..... D	4.00	4.54		
						8.5				
		8.48	11.05		74.0	Deeds.....	3.45	4.42		
						8.5				
		9.00	11.15	48	77.5	Denver..... D	3.30	4.30		
						Penna. 8.0 Wabash				
					85.5	Peru.....				
		9.30PM	11.55AM		86.6	Peru Yard..... N	3.00AM	4.00PM		
						1.1				
		Daily	Daily Except Sunday				Daily Except Sunday	Daily		
		83	81				82	80		

D—Day. N—Day and Night Telegraph Office. S—Regular Stop. F—Stop on Signal.

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

OTHER RAILROADS.

Between Indianapolis and Washington St. trains run via I. U. Ry.
Between Michigan City and the Harbor Bridge trains run via M. C. Ry.

1. STANDARD CLOCKS.

Indianapolis..... Union Station Telegraph Office.
Belt Junction..... Telegraph Office.
Tipton..... Telegraph Office.
Kokomo..... Telegraph Office.
Peru Yard..... Telegraph Office.
Michigan City Yard.. Telegraph Office.

SPEED RESTRICTIONS.

Speed restrictions apply to the entire train.

	Miles per Hour
Passenger trains between Indpls. and Bunker Hill.....	60
Bunker Hill and Peru.....	45
Peru and Michigan City.....	60
Freight trains between Belt Jct. and Bunker Hill.....	40
Bunker Hill and Peru yard.....	30
Peru yard to Michigan City.....	40
Light engines or with one or two freight cars running forward.....	30
Light engines or with any number of cars running backward.....	25
Switch engines.....	20
Trains handling engines in train in either forward or backward motion not disconnected.....	20
except when engine is in forward motion under steam in charge of an engineer messenger.....	30
Freight trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above). Belt Jct. to Kokomo.....	30
Kokomo to Michigan City.....	25
G-44, G-6, G-16, H-5 and H-6 engines.....	40
Class N-5 and N-6 engines.....	55
All other class N engines.....	40
Trains entering or leaving sidings or using crossovers...	15
Trains handling STEAM CRANES on straight track...	30
Trains handling STEAM CRANES on curves.....	20
Trains handling coal cranes, industrial cranes and wreck cranes on their own wheels and cars with six wheel trucks	30
Trains handling cranes on their own wheels or loaded on regular freight car equipment must have the machinery or heavy end of crane towards the head end of train.	
Trains handling all scale test cars will handle on rear of train and will not exceed speed of thirty miles per hour.	
When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick and booms swung around in clearing position.	

Trains handling steam cranes or pile driver

Bridge 1347 north of Bunker Hill)	}	15
Bridge 1369 south of Peru		
Bridge 1507 south of Plymouth		

Bridge No.	Location	H-6			G44
		Booster Engines	G-6 G-16 H-5	Non Booster	
1247	1/4 mile North of Noblesville.	Cannot use	..	30	...
1248	400 ft. North of Bridge 1247	"	..	30	...
1266	3/4 mile North of Cicero.....	"	10	10	30
1328	1/2 mile North of Cassville....	"	30	30	...
1347	1/4 mile North of Bunker Hill	"	15	15	25
1369	1 1/4 miles South of Peru.....	"	Cannot use	Cannot use	6
1399	3/4 mile South of Denver....	20			
1507	3/4 mile South of Plymouth..	6	10	10	20
1528	1 3/4 miles North of Tyner....	20			...
1532	1 1/2 miles South of Walkerton.	20			...

These speeds must be further reduced when, in the judgment of engineer conditions require it.

Engines will not double-head over Pipe Creek bridge 1347 and Wabash River bridge 1369.

Class H-5, H-6, G-6 and G-16 engines will not double-head over bridge 1507, 3/4's mile south of Plymouth with engines larger than G-44 engines.

G-44 and heavier engines when operating on the following tracks must not exceed a speed of five miles per hour.

Michigan City.

Henry Lumber Company
Bromwell Brush & Wire Goods Company
Monon Transfer
Michigan City Ice & Cold Storage
LaPorte —North Wye
 —Indiana Moulding Company
Walkerton—N. Y. C. Wye
Rochester —Bridge Company
Arcadia —Jenkins Glass Company Coal

Indianapolis.

J. A. Schumacher
T. J. Kingsley
Indiana Fuel & Supply Company No. 1.
Atlas Engine Works
Indianapolis Water Company

Road engines must not be operated on the following tracks at Indianapolis.

Warehouse Realty Company
Wm. P. Junglaus
Polk Milk Company
James Realty Company

Peru Yard.

Class G-44 or heavier engines cannot be operated on Belt and square "D" Electric tracks and engines larger than class G-44 cannot be operated on Arael Cabinet track.

Class H-5 and H-6 engines can be used on any tracks on Indianapolis Divn. under same restrictions as G-44 engines, except they must not be used on the following tracks:

Argos —Bender track
Noblesville—Water Works track

SPECIAL INSTRUCTIONS—Continued

B3. ORDINANCES.

Indianapolis	15 miles per hour between Senate Ave. and Twenty-first St.
	20 miles per hour between Twenty-first St. and City limits.
Fishers	15 miles per hour.
Noblesville	6 miles per hour.
Cicero	15 miles per hour.
Arcadia	6 miles per hour.
Atlanta	6 miles per hour.
Tipton	15 miles per hour.
Sharpville	15 miles per hour.
Kokomo	10 miles per hour.
Peru	20 miles per hour.
LaPorte	6 miles per hour.
Michigan City	6 miles per hour.

Michigan City ordinance prohibits the use of whistle within the city limits, except when necessary to prevent accident or when calling for signals; and bell must be ringing at all times when engine is moving.

11. Rule 11 is modified to read as follows:

- (a) A train finding a fusee burning red upon or near its track, will stop and then proceed with caution prepared to stop short of a train or obstruction.
- (b) A train finding a fusee burning yellow, will proceed with caution prepared to stop short of a train or obstruction.
- (c) Trainmen when placing or dropping a fusee will, so far as possible, place it on the engineer's side of the track, and outside of the rail.
- (d) Trains handling cars loaded with dangerous explosives, or tank cars loaded with inflammable liquids, finding a burning fusee between the running rails, will stop and remove the fusee.

14. WHISTLE SIGNALS.

Enginemen moving snow plows will sound whistle signal 14-L frequently when approaching and passing standing trains.

14L. Rule 14-L is modified for blasts of whistle to be sounded as follows:

2 Long Blasts			1 Short			1 Long
Blast 3 sec.	Space 2 sec.	Blast 3 sec.	Space 2 sec.	Blast 1 sec.	Space 1 sec.	Blast until crossing is reached

Engineer will start to sound whistle at whistling post. This applies to fast moving trains. In order to be complied with on slow moving trains, crossing whistle must be repeated.

17b. HEADLIGHT.

In case of failure of electric headlight, if engine is not carrying signals, place white lantern in headlight and proceed.

If engine is carrying classification signals, notify Dispatcher who in turn will instruct crew to proceed with white lantern in headlight and will notify all other trains by train order of the situation with respect to classification signals.

TRAIN SIGNALS

Road engines occupying main track or switching in station or yard limits will display two red lights at night on rear of tender when same is unprotected by cars.

Operators and Towermen will station themselves on station platforms or outside of tower and observe cars in all passing trains for hot-boxes, brake beams down and other defects, exchanging signals with rear brakeman on train.

Immediately after sounding the station whistle on all freight trains, the forward and rear brakeman will exchange signals. If for any reason the train is to make a stop at the station, the trainman on the rear will give the stop signal which will be answered by three short blasts of the whistle. If no stop is to be made, the trainman on the rear will give proceed signal which shall be answered by two long blasts of the whistle.

The following will be used when giving signals, as listed:

Hot Journal . . . Day . . . Nose held with right hand; left hand pointed towards the track.

Night . . . Swing lamp vertically in small circle; lamp to be held by guard wire around globe.

Brakes Sticking or Sliding Wheels.

Day . . . Rub the palms of hands together.

Night . . . Stop Signal.

Car Doors swinging or Brakebeam down Stop Signal.

19. MARKERS.

- (a) The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train.
- (b) By day, marker lamps (not lighted) on passenger trains; yellow flags on freight trains.
- (c) By night, yellow lights to the front and side and red lights to the rear; except when the train turns out to be met or passed by another train and is clear of main track, when green lights must be displayed to the front and yellow lights to side and rear.
- (d) Trains with rear car not equipped to display markers, will display red flag by day and red light by night, on rear of train.

34. Rule 34 is modified to read as follows:

All members of train and engine crews must, when practicable communicate to each other by its name the indication of all signals affecting the movement of their train.

83. TRAIN REGISTERS.

Belt Junction Telegraph Office.

Tipton Telegraph Office.

Peru Yard Telegraph Office.

Michigan City Yard Telegraph Office.

Conductors of all trains will register at the points named except extra passenger trains will hand register slip to operators at Belt Junction, Peru Yard, and Michigan City Yard, reducing speed to six (6) miles per hour for that purpose. In case operators are not on hand to receive slip, conductor will stop train and register.

Enginemen will check register with Conductor before leaving terminal stations.

CLEARING OF TRAINS.

Trains specified will not leave following stations without train order and clearance card, or clearance card, Form A:—

LOCATION	TRAINS
Belt Junction.	All Northward.
Tipton.	All.
Peru Yard.	All.
Michigan City Yard.	All Southward.

SPECIAL INSTRUCTIONS—Continued.

93. YARDS. Limits defined by signs.

Indianapolis.	Peru.	Walkerton.
Noblesville.	Rochester.	LaPorte.
Tipton.	Argos.	Michigan City.
Kokomo.	Plymouth.	

D-93a. All trains moving against current of traffic within yard limits must move prepared to stop unless the main track is seen or known to be clear.

Between Sunset and Sunrise, a red light will be carried on rear of last car of all cuts occupying main track within yard limits.

98. RAILROAD GRADE CROSSINGS AND SIGNALS.

LOCATION	ROAD	SIGNALS	POSITION	INDICATION
Michigan City.....	M. C.....	Interlocking.....		
Michigan City..... (2.14 mi. south)	C. S. S. & S. B. (Int. Elec.).....	None.....		
Belfast.....	P. M.....	Gate.....	Over P. M.....	Proceed on L. E. & W. District.
LaPorte.....	N. Y. C.....	Interlocking.....		
Stillwell.....	G. T.....	Interlocking.....		
Dillon.....	Wabash.....	Interlocking.....		
Walkerton.....	{ N. Y. C. B. & O. }	Interlocking.....		
Plymouth.....	Pennsylvania.....	Interlocking.....		
Argos.....	Nickel Plate District.....	Target.....	Vertical.....	Proceed on L. E. & W. District.
Rochester.....	Erie.....	Interlocking.....		
Denver.....	Pennsylvania.....	Target.....	Horizontal.....	Proceed on L. E. & W. District
Peru.....	Wabash.....	Target.....	Horizontal.....	Proceed on L. E. & W. District
Peru.....	C. & O.....	Interlocking.....		
Bunker Hill.....	Pennsylvania.....	Interlocking.....		
Kokomo.....	{ Pennsylvania Clover Leaf District..... }	Target.....	Vertical.....	Proceed on L. E. & W. District
Marshall.....	Kokomo Belt.....	Target.....	{ Vertical..... Diagonal..... }	Proceed North or South. Proceed East or West.
Tipton.....	Main Line.....	Semi-Interlocking.....		
Noblesville.....	C. I.....	Target.....	Vertical.....	Proceed on L. E. & W. District.
Belt Junction.....	I. U. Ry.....	Target.....	Vertical.....	Proceed on L. E. & W. District.
Massachusetts Ave.....	C. C. C. & St. L. & Monon.....	Interlocking.....		

Red lights at night indicate position of gates.

98a. All trains or engines must come to a full stop before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing; (except in Indiana, when stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

When stop is made for a railroad crossing which is not protected by signals, and route is clear, before proceeding signal 14(b) must be sounded.

The following instructions will govern the movement of trains or engines over the Central Indiana Railroad Crossing at Noblesville and P. M. Crossing Belfast:

Noblesville.

When the target signal is in clear position, for our trains or engines, they may proceed over the crossing without stopping, at a restricted speed of fifteen (15) miles per hour.

When the target signal is not set clear for our trains or engines, then such trains or engines must stop for the crossing.

This does not in any way change the present operation of trains and engines running on the Central Indiana Railroad, making required stop for the crossing.

Belfast.

It will not be necessary for trains to stop for P. M. Crossing Belfast, IF CROSSING GATE IS IN CLEAR POSITION FOR NKP TRAINS. Trains may pass over crossing at restricted speed. All trains must approach crossing under control, prepared to stop and not proceed until the crossing is seen to be clear, the gate properly set and gate to set normally against the Pere Marquette Ry. when crossing is not being used. Stop boards have been removed and slow boards installed.

The following instructions will govern the movement of trains or engines over the Belt Railway at Marshall:

When the target signal is in clear position, for our trains or engines, they may proceed over the crossings without stopping, at a restricted speed of fifteen (15) miles per hour.

When the target signal is not set clear for our trains or engines, then such trains or engines must stop for the crossings.

This does not in any way change the present operation of trains and engines running on the Belt making required stop for the crossings.

SPECIAL INSTRUCTIONS—Continued.

INDIANA LAW.

A pusher or helper engine must not couple onto either head or rear end of train it is to help until such train has stopped. Pusher engines must not push trains beyond the summit of the grade. If pusher engine is to continue in the same direction in Automatic Block territory, it may proceed complying with the automatic block rules, and in Manual Block territory it may proceed with caution, prepared to stop short of any obstruction, to the next block station, where the block rules must be complied with.

101. When steam crane is used in any locality where another track parallels the track that the steam crane is occupying, the trainmen will protect by flag in each direction and will notify the foreman of the relief train as soon as the steam crane is properly protected and the foreman will wait for these instructions from the conductor before he starts to work with the steam crane.

103. When cars are pushed by an engine, except when shifting and making up train in yards, a trainman or switchman must take a conspicuous position on the front of the leading car. When shifting over public crossings at grade not protected by watchman or otherwise, a member of the crew must be stationed on the crossing to give warning to persons using same. At all crossings except those protected by crossing gates or crossing watchmen, when a train is occupying the main track or siding with such crossing cut, or is standing close to crossing obstructing view of users of the highway from trains that may approach on other tracks, a member of the crew must be stationed at such crossings to protect travel over the street or highway until train is recoupled or moved. At various points flasher light signals have been installed protecting main track, but do not operate when cars or engines are being moved on adjacent tracks. At such points, when movements are made over the crossing on the unprotected tracks, a member of the crew must be stationed on the crossing to give warning to persons using same.

In case of an accident at a highway crossing protected by flashing light, wig-wag, alarm bell, or other type of crossing signal operated by track circuits, train or engine involved must, when practical, back over the crossing, test the signal and observe whether or not same is in proper working order.

108. WATER STATIONS.

Belt Junction.	Rochester.
Noblesville.	Plymouth.
Tipton.	Walkerton.
Marshall.	LaPorte.
Peru.	Michigan City.

109. BULLETIN BOARDS.

Belt Junction.....	Telegraph Office & Round House.
Kokomo.....	Telegraph Office.
Peru Yard.....	Telegraph Office & Round House.
Michigan City Yard.	Telegraph Office.

D110. DOUBLE TRACK—CURRENT OF TRAFFIC.

All trains and engines will run to the right on double track under signal indication between Massachusetts Ave. and Indianapolis.

201. Rule 201 is modified, first paragraph should read "over signature of the Chief Train Dispatcher" instead of "Superintendent".

206. The Letters duplicating numerals of trains, also time, will be written in the order book; also upon train orders.

210-211. Conductor must read "Form 31" orders aloud to Operator. Engineer must read "Form 31" orders aloud to Conductor. Rear Brakeman must read all orders aloud to Conductor. Fireman and head Brakeman must read all orders aloud to Engineer.

221. In the absence of fixed train order signals, a red flag by day and a red lamp by night will be used.

719. Rule 719 is modified first paragraph should read 3600 feet instead of 8000 feet, second paragraph should read 6 miles per hour instead of 10 miles per hour. The speed of trains where flags are used will be 15 miles per hour within the 8 hour working period.

720. Obsolete.

721. Second paragraph, should read: "Resume speed sign or green flag."

943-1002. BLOCKING OF TRAINS.

Except in automatic signal territory, operators will block passenger trains a station apart, and freight trains five (5) minutes apart. Should fog or storm prevent a clear view for one-half mile, operators will block all freight trains fifteen (15) minutes apart unless otherwise directed by dispatcher.

1022a. Clearance Card Form A will be delivered in addition to train orders and will show the numbers of the individual orders. Conductors and Engineers will be required to compare the number of the orders with the number shown on the Clearance Card.

At Stations where the three position train order signal is in service the following instructions will govern its use:

When the semaphore arm is at an angle of 45 degrees upward, or showing Yellow light at night, it indicates form 19 train order or clearance card. Enginemen will acknowledge this position of signal, as provided by rule 14-G and will immediately reduce speed of train to enable the operator to deliver Order or Clearance.

The other two positions of the signal to be operated in proceed or stop position.

1033. Lights will be displayed in train order signals when signal stations are closed.

MAXIMUM WEIGHT LIMITS, CARS.

Between Bunker Hill and Peru, 195,000 lbs. gross, provided that cars weighing between 175,000 lbs. and 195,000 lbs. must be preceded and followed by cars weighing less than 150,000 lbs.

For the remainder of Division 210,000 lbs. gross.

HOURS OF SERVICE.

When it becomes apparent that a trip cannot be completed within 16 hours it is the duty of the conductor and engineer to notify the Superintendent's office promptly, giving at least two hours advance notice.

PERSONAL INJURY ACCIDENTS.

It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible, and all facts stated, whether favorable or unfavorable to the railroad, the injured person or any of the railroad's employees.

Employees who witness or have any knowledge of any accident must not give information of the same to the injured person or others, except to railroad officers and claim agents, unless legally required. Persons desiring information shall be referred to the Chief Claim Agent.

INDIANAPOLIS DIVISION SURGEONS.

DR. JAMES M. DINNEN, Chief Surgeon, Fort Wayne, Ind.

DR. J. FRANK DINNEN, Assistant Chief Surgeon, Cleveland, Ohio.

STATIONS	SURGEONS	RESIDENCE	OFFICE
MICHIGAN CITY.....	Dr. L. A. Wilson.....	Michigan City, Ind.....	201 East Fifth St.
LAPORTE.....	Dr. W. W. Ross.....	Laporte, Ind.....	710 Madison St.
PLYMOUTH.....	Dr. Harry Knott.....	Plymouth, Ind.....	Plymouth, Ind.
ARGOS.....	Dr. W. C. Sarber.....	Argos, Ind.....	Argos, Ind.
ROCHESTER.....	Dr. M. O. King.....	Rochester, Ind.....	Rochester, Ind.
PERU.....	Dr. E. H. Griswold.....	105 W. Third St.....	105 W. Third St.
KOKOMO.....	Dr. R. P. Schuler.....	502 N. Main St.....	Kokomo, Ind.
TIPTON.....	Dr. A. E. Burkhart.....	135 North Main St.....	8 1/2 North Main St.
	Dr. G. H. Warne.....	114 North West St.....	8 West Jefferson St.
INDIANAPOLIS.....	Dr. J. P. Eberwein.....	2510 Park Ave.....	720 Hume-Mansur Bldg.
	Dr. R. J. Kemper.....	Indianapolis, Ind.....	801 Chamber of Commerce Bldg.
	Dr. J. Carlton Daniel, Oculist...	Indianapolis, Ind.....	1008 Hume-Mansur Bldg.

TONNAGE RATING G-44 ENGINES

Number of Cars Class	INDIANAPOLIS TO TIPTON				TIPTON TO PERU				PERU TO LAPORTE (Note No. 1)				Number of Cars Class	
	A	B	C	D	A	B	C	D	A	B	C	D		
100					2325	2093	1906	1697					100	
95					2370	2134	1943	1729					95	
90	2425	2182	1988	1770	2415	2175	1980	1761	1623	1460	1330	1185	90	
85	2450	2205	2009	1788	2460	2216	2017	1793	1653	1487	1355	1207	85	
80	2475	2228	2030	1806	2505	2257	2054	1825	1683	1514	1380	1229	80	
75	2500	2251	2051	1824	2550	2298	2091	1857	1713	1541	1405	1251	75	
70	2525	2274	2072	1842	2595	2339	2128	1889	1743	1568	1430	1273	70	
65	2550	2297	2093	1860	2640	2380	2165	1921	1773	1595	1455	1295	65	
60	2575	2320	2114	1878	2685	2421	2202	1953	1803	1622	1480	1317	60	
55	2600	2343	2135	1896	2730	2462	2239	1985	1833	1649	1505	1339	55	
50	2625	2366	2156	1914	2775	2503	2276	2017	1863	1676	1530	1361	50	
45	2650	2389	2177	1932	2820	2544	2413	2049	1893	1703	1555	1383	45	
40	2675	2412	2198	1950	2865	2585	2450	2081	1923	1730	1580	1405	40	
35	2700	2435	2219	1968					1953	1757	1605	1427	35	
30	2725	2458	2240	1986					1983	1784	1630	1449	30	
Number of Cars Class	LAPORTE TO MICHIGAN CITY				MICHIGAN CITY TO LAPORTE				LAPORTE TO PERU				Number of Cars Class	
	A	B	C	D	A	B	C	D	A	B	C	D		
100													100	
95													95	
90									1220	1100	1000	890	90	
85									1265	1140	1037	923	85	
80									1310	1180	1074	956	80	
75									1355	1220	1111	989	75	
70									1400	1260	1148	1022	70	
65									1445	1300	1185	1055	65	
60	1195	1075	980	875					1490	1340	1222	1088	60	
55	1230	1106	1009	900					1535	1380	1259	1121	55	
50	1265	1137	1038	925	950	855			1580	1420	1296	1154	50	
45	1300	1168	1067	950	1000	900			1625	1460	1333	1187	45	
40	1335	1199	1096	975	1050	945	862		1670	1500	1370	1220	40	
35	1370	1230	1125	1000	1100	990	903	806	1715	1540	1407	1253	35	
30	1405	1261	1154	1025	1150	1035	944	843	1760	1580	1444	1286	30	
25	1440	1292	1183	1050	1200	1080	985	880					25	
20	1475	1323	1212	1075	1250	1125	1026	917					20	
Number of Cars Class	PERU TO KOKOMO (Note No. 2)				KOKOMO TO INDIANAPOLIS									
	A	B	C	D	A	B	C	D	A	B	C	D		
100	2080	1870	1706	1518										
95	2130	1915	1747	1555										
90	2180	1960	1788	1593	1800	1620	1476	1314						
85	2230	2005	1829	1629	1890	1701	1550	1380						
80	2280	2050	1870	1666	1980	1782	1624	1446						
75	2330	2095	1911	1703	2070	1863	1698	1512						
70	2380	2140	1952	1740	2160	1944	1772	1578						
65	2430	2185	1993	1777	2250	2025	1846	1644						
60	2480	2230	2034	1814	2340	2108	1920	1710						
55	2530	2275	2075	1851	2430	2187	1994	1776						
50	2580	2320	2116	1888	2520	2268	2068	1842						
45					2610	2349	2142	1908						
40					2700	2430	2216	1974						
35					2790	2511	2290	2040						
30					2880	2592	2364	2106						

Class A Rating—Temp. above 32° F.
 Class B Rating—Temp. between zero and 32° F.
 Class C Rating—Temp. between zero and 32° F
 and strong head or side wind or below zero
 and not much wind.
 Class D Rating—Temp. below zero and strong
 head or side wind.
 Note No. 1.—Rating based on Pusher out of
 Peru.
 Note No. 2.—Rating based on Pusher out of
 Peru.

TONNAGE RATING

H-6 ENGINES WITH BOOSTER

Number of Cars	PERU TO ARGOS#				ARGOS TO LA PORTE				LA PORTE TO MICHIGAN CITY				Number of Cars
	Class	A	B	C	D	A	B	C	D	A	B	C	
85	2500	2248	2040	1824	3800	3420	3116	2774	2810	2527	2302	2051	85
80	2520	2268	2060	1838	3850	3465	3157	2810	2835	2550	2324	2070	80
75	2540	2284	2082	1853	3900	3510	3198	2847	2860	2572	2345	2088	75
70	2560	2302	2099	1877	3950	3555	3239	2883	2885	2595	2366	2106	70
65	2580	2320	2115	1882	4000	3600	3280	2920	2910	2617	2386	2124	65
60	2600	2338	2132	1896	4050	3645	3321	2956	2935	2640	2407	2142	60
55	2620	2356	2148	1911	4100	3690	3362	2993	2960	2662	2427	2161	55
50	2640	2374	2165	1925	4150	3735	3403	3029	2985	2685	2448	2179	50
45	2660	2392	2181	1940	4200	3780	3444	3066	3010	2707	2468	2197	45
40	2680	2410	2198	1954	4250	3825	3485	3102	3035	2730	2489	2215	40
35	2700	2428	2214	1969	4300	3870	3526	3139	3060	2752	2509	2233	35
30	2720	2446	2230	1983	4350	3915	3567	3175	3085	2775	2530	2252	30
25	2740	2464	2247	1998	4400	3960	3608	3212	3110	2797	2550	2270	25
20	2760	2482	2263	2012	4450	4005	3649	3248	3135	2820	2571	2288	20

Number of Cars	PERU TO ARGOS*				MICHIGAN CITY TO LA PORTE				LA PORTE TO PERU				Number of Cars	
	Class	A	B	C	D	A	B	C	D	A	B	C		D
85					1775					2400	2160	1967	1751	85
80					1800	1620				2425	2182	1988	1770	80
75					1825	1643	1496			2450	2205	2008	1788	75
70	1480				1850	1665	1517	1350		2475	2227	2029	1806	70
65	1500	1350			1875	1688	1537	1368		2500	2250	2049	1824	65
60	1520	1368	1247		1900	1710	1558	1387		2525	2272	2070	1843	60
55	1540	1386	1263	1124	1925	1733	1578	1405		2550	2295	2090	1861	55
50	1560	1404	1279	1139	1950	1755	1599	1423		2575	2317	2111	1879	50
45	1580	1422	1296	1153	1975	1778	1619	1441		2600	2340	2131	1897	45
40	1600	1440	1312	1168	2000	1800	1640	1460		2625	2362	2152	1916	40
35	1620	1458	1329	1182	2025	1823	1660	1478		2650	2385	2172	1934	35
30	1640	1476	1345	1197	2050	1845	1681	1496		2675	2407	2193	1952	30
25	1660	1494	1362	1211	2075	1868	1701	1514		2700	2430	2213	1971	25
20	1680	1512	1378	1226	2100	1890	1722	1533		2725	2452	2234	1989	20

Class A Rating—Temp. above 32° F.

Class B Rating—Temp. between zero and 32° F.

Class C Rating—Temp. between zero and 32° F and strong head or side wind or below zero and not much wind.

Class D Rating—Temp. below zero and strong head or side wind.

‡Rating based on pusher out of Peru.

*Without pusher out of Peru.

SPEED SCHEDULE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 50 Sec.	72.0	1 Min. 25 Sec.	42.3	2 Min. 35 Sec.	23.2	3 Min. 45 Sec.	16.0
0 " 51 "	70.6	1 " 30 "	40.0	2 " 40 "	22.5	3 " 50 "	15.6
0 " 52 "	69.2	1 " 35 "	37.9	2 " 45 "	21.8	3 " 55 "	15.3
0 " 53 "	67.9	1 " 40 "	36.0	2 " 50 "	21.1	4 " 0 "	15.0
0 " 54 "	66.7	1 " 45 "	34.3	2 " 55 "	20.6	4 " 17 "	14.0
0 " 55 "	65.4	1 " 50 "	32.7	3 " 0 "	20.0	4 " 36 "	13.0
0 " 56 "	64.3	1 " 55 "	31.3	3 " 5 "	19.4	5 " 0 "	12.0
0 " 57 "	63.2	2 " 0 "	30.0	3 " 10 "	18.9	5 " 27 "	11.0
0 " 58 "	62.1	2 " 5 "	28.8	3 " 15 "	18.4	6 " 0 "	10.0
0 " 59 "	61.0	2 " 10 "	27.7	3 " 20 "	18.0	6 " 40 "	9.0
1 " 0 "	60.0	2 " 15 "	26.6	3 " 25 "	17.5	7 " 30 "	8.0
1 " 5 "	55.4	2 " 20 "	25.7	3 " 30 "	17.1	8 " 34 "	7.0
1 " 10 "	51.4	2 " 25 "	24.8	3 " 35 "	16.7	10 " 0 "	6.0
1 " 15 "	48.0	2 " 30 "	24.0	3 " 40 "	16.3	12 " 0 "	6.0
1 " 20 "	45.0						